

To Ottawa Citizens on Transportation:

I do not intend to ram through any predetermined transportation plan. I intend to bring accountability and reform to the process so that all viable options can be assessed. I intend to conduct city hall meetings according to Robert's Rules of Order, which prohibit the mayor from discussion and voting (voting only in the case of a tie). It is the councilors responsibility to consult with residents of their ward and other experts in order to be able to bring the needs of their ward to the table in an effective way. Once a motion is brought forward all residents of Ottawa are suppose to have a chance to present and be heard by council. Currently city staff block opposing presentations at committee before they even get to council. These are the kinds of issue I am going to tackle which will great facilitate decision-making in the public interest rather than the interest of large mulit national corporation offering sweetheart deals.

Index of Material Below:

- 1) Some research on Sieman's
- 2) Some info on 2 low cost, no pollution effective options
- 3) Discussion on the LRT project between Jane Scharf and Alex Cullen which contains reference to alternatives the city had not considered before entertaining the LRT deal.

Sieman's Fraud:

First of all I do not believe Ottawa should be doing business with Sieman's. The deal they had with Chiarelli to put feeder buses in outlying new development in the south of Ottawa would have been the biggest mega project Ottawa every took on and it would have do nothing to improve the transit system in general.

Some links about Sieman's

http://www.elombah.com/index.php?option=com_content&view=article&id=3393:international-bribery-scandals-too-big-to-be-caught&catid=48:world-news&Itemid=69

<http://www.assetrecovery.org/kc/node/8d5f4a80-597d-11de-bacd-a7d8a60b2a36.2>

<http://www.thisdayonline.com/nview.php?id=174849>

http://www.news.dailytrust.com/index.php?option=com_content&view=article&id=19918:efcc-summons-siemens-over-175m-bribes&catid=46:lead-stories&Itemid=140

I don't believe these cheap and money making, effective, quiet, pollution free, options have been reviewed in the LRT 2.2 billion duel downtown tunnel process.



Montreal Ariel Gondola: http://www.telecabinemontreal.com/benefits_en.html

Montreal Commuter Bike System called Bixi:
<http://www.ibiketo.ca/blog/2008/09/23/bixi-montreals-public-bike-system>



In addition to the above options the City does not appear to have properly studied putting the O-Train over the Alexandra Bridge (across the existing empty train lane that used to host the CPR trains), and using the exiting underground tunnel and Union Station as well as the Bryon Right of Way to Britannia to elevate traffic congestion as an alternative to the new underground tunnels.

Jane Scharf

Below is a conversation between myself and Alex Cullen in beginning May 18 the next day after the Briddlewood All Candidates Meeting.

Email sent To Alex Cullen on May 18, 2010

DOES LRT HAVE BANG FOR THE BUCK

From: JANE SCHARF <janescharf@rogers.com>

To: Alex.Cullen@ottawa.ca

Dear Alex:

I asked you last night at the all candidate debate at Briddlewood why the OTRAIN does not make a loop across the Alexandra Bridge (using the unused train lane) in order to reduce downtown traffic. The O-Train is already right there so it would not cost much to run a bit of track across the empty train lane. Your answer was that the bridge will not support the weight of the OTRAIN.

Well I challenge this answer in that my research found that the bridge was designed to hold CPR trains and the local electric trolley and a lane for carriage traffic all at the same time. And for many years it ran trains and regular traffic across.

And your answer as to why the new very expensive LRT plan does not incorporate the tunnel that is already under downtown that was used by the trains before the train route was discontinued was vague. I could not understand from what you said that there is anything wrong with this tunnel. As far as I know the tunnel is in good repair and can support an OTRAIN.

And finally why does your transportation plan not want to utilize the right of way from Lebreton Flats to Britannia for an OTRAIN route. This would be very effective in reducing traffic problems and it would be extremely cheaper than your dual underground tunnel plan. As well there are train right of ways north south some that still has track that could also be used for OTRAIN very

cheaply.

And finally, why have you not considered the above ground electric trolley transportation system that would be suspended over the current roads. This system is 1/3 the cost of regular buses to set up and 1/3 the cost to operate and maintain because there are no drivers. Not to mention how much cheaper this would be than your tunnel plan. There is also no pollution. The cars are individual cars like gondolas and the person uses a code to instruct the car where to stop on its route using a computerized mechanism. Piotr Anweiler a candidate for mayor in the last election had a company from Germany bring a working model to demonstrate and the press would not attend either demonstration he set up and no one from the city would return his calls for months when he tried to demonstrate the model to them.

So Alex you have a lot of explaining to do before I will believe that your mega LRT project with its mega expenditure and debt has the bang for the buck.

Jane Scharf, Candidate for Mayor of Ottawa 2010

Alex Cullen Responded May 19, 2010

RE: DOES LRT HAVE BANG FOR THE BUCK

From: "Cullen, Alex" <Alex.Cullen@ottawa.ca>

To: JANE SCHARF janescharf@rogers.com

Hi Jane:

Your e-mail covers many issues - here are the answers:

1. The O-Train runs on existing track, and while theoretically it can go over into downtown Gatineau (Hull) on existing track over the Prince of Wales bridge to Lac Leamy (because it is federally regulated), there is no track to take the O-Train from Bayview to the Lady Alexandra Bridge on either side of the river.
2. The Lady Alexandra Bridge, while built to take trains originally, cannot take the O-Train in its current condition. Plus, there is no track on it nor available to bring the O-Train there. There remains the original railroad bed from the Chateau Laurier to the Lady Alexandra Bridge, but that brings you to the Government Conference Centre and no farther - there is no means to get the O-Train back to Bayview.
3. The only tunnel for trains downtown is from the Government Conference Centre north under Wellington and the Chateau Laurier towards the Lady Alexandra Bridge - the original rail approach to the Government Conference Centre (the former railway station) came along what is now the Nicholas ramp to the Queensway. There is no other tunnel.

4. The current LRT plan uses the existing Transitway from Tunney's Pasture east to Bayview, Lebreton and then enters the proposed tunnel to cross downtown. The Transitway from Lebreton to Tunney's to Westboro does follow the former CPR line. At Westboro the choice, to get to Baseline Station, is to follow either the Parkway (where the former CPR line went and the current Transitway goes), or the Byron strip, where the former Britannia Tram went (the original proposed Transitway route). This is part of an Environmental Assessment (Western Corridor EA) that has just started that will also look at a Carling Ave. option from Preston as well (longer, much more expensive, but under consideration).
5. As for your above-ground (suspended) electric LRT suggestion - all the options (below ground, at ground level, above ground) were evaluated as part of the City's EA process for LRT, with the resulting decision for a tunnel as the best option. This was also approved by a panel of outside experts, validated through the City's public consultation process, and forms the basis for the federal-provincial funding for this project.

One of the problems regarding the above-ground option was the lack of space and closeness to the buildings downtown - the downtown businesses were vigorously opposed to this option.

Hope this helps!

Alex Cullen

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Second Round of Discussion email to Alex Cullen on May

Dear Alex: I don't feel dazzled I feel baffled by your responses to my LRT concerns. My further comments are in highlighter.

Hi Jane:

Your e-mail covers many issues - here are the answers:

1. The O-Train runs on existing track, and while theoretically it can go over into downtown Gatineau (Hull) on existing track over the Prince of Wales bridge to Lac Leamy (because it is federally regulated), there is no track to take the O-Train from Bayview to the Lady Alexandra Bridge on either side of the river. It is far cheaper to install a little bit of track than billion dollar tunnels and it would serve the traffic problems better.

2. The Lady Alexandra Bridge, while built to take trains originally, cannot take the O-Train in its current condition. The Alexandra Bridge was scheduled for a two-year rehabilitation project to begin in 2009 which was to include various structural improvements and replacements of the centre concrete deck, the wood boardwalk and guardrails. Why did this not happen? This would be much cheaper than the billion dollar tunnels. Plus, there is no track on it nor available to bring the O-Train there. There remains the original railroad bed from the Chateau Laurier to the Lady Alexandra Bridge, but that brings you to the Government Conference Centre and no farther - there is no means to get the O-Train back to Bayview. Laying track is much cheaper than the billion dollar tunnels.
http://en.wikipedia.org/wiki/Alexandra_Bridge - cite note-PWGSC-0
3. The only tunnel for trains downtown is from the Government Conference Centre north under Wellington and the Chateau Laurier towards the Lady Alexandra Bridge - the original rail approach to the Government Conference Centre (the former railway station) came along what is now the Nicholas ramp to the Queensway. There is no other tunnel. One existing tunnel is enough with the other options taken on ie track for O-Train to go across bridge to Quebec and use the existing streetcar and train right of ways and this will have a much smaller price tag. The O-Train does not have to go anywhere when it gets to the Quebec side just make a loop. And the Cactus Bridge is scheduled for demolition anyway so the right of way to Union Station can be reestablished for the O-Train.
4. The current LRT plan uses the existing Transitway from Tunney's Pasture east to Bayview, Lebreton and then enters the proposed tunnel to cross downtown. The Transitway from Lebreton to Tunney's to Westboro does follow the former CPR line. At Westboro the choice, to get to Baseline Station, is to follow either the Parkway (where the former CPR line went and the current Transitway goes), or the Byron strip, where the former Britannia Tram went (the original proposed Transitway route). This is part of an Environmental Assessment (Western Corridor EA) that has just started that will also look at a Carling Ave. option from Preston as well (longer, much more expensive, but under consideration). This answer is baffling. My question was why does your plan not utilize the right of way called the Byron strip-for the O-Train.
5. As for your above-ground (suspended) electric LRT suggestion - all the options (below ground, at ground level, above ground) were evaluated as part of the City's EA process for LRT, with the resulting decision for a tunnel as the best option. Why was there no tunnel in the Chiarelli transportation project then.? This was also approved by a panel of outside experts, validated through the City's public consultation process, and forms the basis for the federal-provincial funding for this project. Were can we view the evaluation reports of the Suspended LRT. As I understood it from the company rep. of the suspended LRT the City would not give them the time of day prior to the last election. If there was an evaluation done

since then you should be able to reference this. I have first hand experience with the city's consultation process and I have no faith. A good example is the 2.2 million dollar boat launch project promoted by city staff on behalf of mulit million and billionaires (most not even Canadian) so they could drive their 50 pontoon boats up the Ottawa River uninterrupted. This had absolutely no benefit to any tax payer but we got it rammed down our throats anyway. We paid the instulation costs and now we subsidize the operation because the system does not support itself now. And what about the Chiarelli transit deal was that also city evalutated. Did all the consultants tell you how we needed to spend billions on feeder trains in brand new housing developments south of Ottawa. I do not see the difference between your plan and Chiarelli's except yours benefits different builders rather than the tax payer.

One of the problems regarding the above-ground option was the lack of space and closeness to the buildings downtown - the downtown businesses were vigorously opposed to this option. When was this suspended LRT option publicly proposed and which businesses opposed it and why? AND IF THIS IS TRUE WHY SHOULD BUSINESS DICTATE ANYWAY?

Hope this helps! NO ALEX WHAT WOULD HELP IS IF YOU DITCHED THIS BOONDOGGLE.

Alex Cullen

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